

# THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

## First Aircraft Accident In FY06

An experienced Wyoming Wing pilot died on 18 Nov 05 after his C-182R apparently struck a river gauging wire in the Snake River Canyon, flipping the plane and causing it to crash into the river. SM Fletcher F. Anderson, 57, died on impact when the CAP aircraft he was flying hit the



thick steel-braided cable, which is strung across the river to gauge river height. The cable was approximately 25' above the river. The pilot was flying the plane through the canyon on his

way from Jackson to Afton, WY. The plane went down near Wolf Creek, about 10 miles north of Alpine. The pilot was the sole occupant of the aircraft.

The crash happened at 8:55 a.m. An officer from the Wyoming Highway Patrol was on a routine traffic stop in the area when he heard a

the aircraft strike the cable. He stated that the weather was clear at the time of the accident and that there were no clouds in the canyon. Rescuers



said the pilot died on impact. The pilot was flying to Afton to pick up another CAP member for a training flight.

Anderson had been a member of the Teton Composite Squadron for over a year. He was

an experienced kayaker, having written a book about rivers in the Southwest and Colorado. He also wrote Flying the Mountains, a training and safety guide about flying single-engine aircraft in mountainous regions. He was a flight instructor with over 4,000 flight hours and worked as a corporate and charter pilot. The Wyoming Wing and the National Transportation Safety Board (NTSB) are continuing the investigation.

## Gliders Damaged By Wind

Within a 3-day period, CAP lost three gliders to wind storms in two different states. Two Oregon gliders are shown below, as well as one in Nevada.



The sad part of all this is that we do not currently have the authority to use appropriated dollars to replace or repair these gliders. With that in mind, it would

behoove all of us to inspect our current tie down situation and make the appropriate changes/repairs as soon as possible.

CAPR 66-1 has some pretty good



guidance on tie down procedures and requirements for CAP aircraft. Also, check out this link for specific glider tie down information:

<https://ntc.cap.af.mil/ops/dot/Glider/tiedown/index.cfm>



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## Why Do Recurrent Training?

**By Major Larry Mattiello**  
**Texas Wing Safety Director**  
**National Safety Officer of the Year**  
**President, AirSure Limited**

A question I am asked from time to time from my clients is "why do recurrent training"? My initial thought is usually why not. When I discuss my thoughts about recurrent training I find out most of the time that many pilots feel the BFR is all the training they need, and if you are in the CAP we do form 5's every year. But that's not training. The BFR or the form 5 is a demonstrative review of your pilot ability or skills and is measured by the check pilot, the CFI, to pass you or not. They may work with you on a deficient area of review but these demonstrative reviews are generally to examine your minimum ability. As pilots we should not settle for minimum ability but aspire to a higher level of professionalism to conduct all our flying in a safe and proficient manner to handle as many situations we can be faced with, whether expected or unexpected.

Recurrent training can be done in many different ways, both text and real world. The FAA Wings program is one excellent way to receive recurrent training on an on going basis to constantly improve our skills and increase our awareness to handle emergency situations. If you are IFR rated doing Instrument Proficient Checks regularly, again whether you need it "legally" or not; is another way to receive additional training. Simply going to your local FBO and receiving instruction from time to time can also help you increase your aeronautical skills and knowledge, especially for emergency situations that come unexpectedly. But one of the best ways to receive training is attending one of the many recurrent training schools around the country for the class of aircraft you are qualified to fly. They range from the top-end schools such as FlightSafety International, CAE SimuFlight, SimCom, to the many others that provide recurrent training. This type of program is what many commercial or corporate operators subscribe to in order to keep their pilots at the top of their proficiency and able to handle most situations with skill and safety. If the airlines and corporations recognized a long time ago that scheduled program for recurrent training makes for better and safer pilots, then

why not you as an individual pilot?

Some squadrons around the CAP do hold flight clinics or training days to help raise the bar for their pilots to be safer and more experienced, especially to handle emergency situations. S.A.R. exercises should not be considered as flight proficiency training as the goals for these exercises is to take your current flight experience and train for the Emergency Services we provide the C.A.P. If your Squadron doesn't do some sort of recurrent training exercise, get with your commander or safety officer to put one of these training clinics together. But, I still recommend every pilot to look into some kind of professional recurrent training to keep your skills high.

Still not convinced recurrent training is the better way to improve your flying skills? Ask Lt Daren Jaeger and Lt James Glombowski how they were able to conduct an emergency landing from 6,500 feet, at night, over Louisiana when an unexpected mechanical problem rendered their power plant useless. Their training of Situational Awareness and Cockpit Resource Management worked so perfectly and instinctively that not only did they land successfully at night on a busy interstate, but did not receive a scratch on themselves or the airplane! Here is an excellent example of how training and understanding the principals of CSM and Situational Awareness ended in an extraordinary and successful landing. More about their story at a later time.

Flying is a passion and a privilege we all share. What you do personally to be better at it is up to you!

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## Holiday Safety

Assuming personal responsibility for your actions and managing risk will keep you and your family safe and healthy during this holiday season and throughout the New Year. We'll be surrounded by risk; both on the highway and in our homes. Use common sense, watch out for others and ask yourself "What's the worst thing that could happen?" Identifying risk in time to control it can be a lifesaver. What better gift can you give this holiday season?

## Have a Safe and Happy Holiday Season!